

ADWER18ER

A Democratic Journal, Devoted to the South and Southern Rights, Politics, Catest News, Citerature, Morality, Temperance, Agriculture &c.

"We will cling to the Pillars of the Temple of our Liberties, and if it must fall, we will Perish amidst the Ruins."

SIMKINS, DURISOE & CO., Proprietors.

EDGEFIELD, S. C., DECEMBER 15, 1858.

VOL>XXIII .-- NO 49.

Edgefield Adbertiser.

PUBLISHED EVERY WEDNESDAY MORNING. A. SIMKINS, D. B. DURISOE & ELIJAH KEESE,

TERMS OF SUBSCRIPTION. Two Dollars per year, if paid in advance-Two DOLLARS and FIFTY CENTS if not paid within six months-and THREE DOLLARS if not paid before the expiration of the year.

Subscriptions out of the District and from other States, must invariably be paid for in advance. RATES OF ADVERTISING.

All advertisements will be correctly and conspicu ously inserted at Seventy-five Cents per Square (12 Brevier lines or less) for the first insertion, and Fifty Cents for each subsequent insertion. When only published Monthly or Quarterly \$1 per square will be charged.
Each and every Transient Advertisement, to secure

publicity through our columns, must invariably be paid in advance.

Advertisements not having the desired number of insertions marked on the margin, will be continued until forbid and charged accordingly.

Those desiring to advertise by the year, can do so on liberal terms-it being distinctly understood that contracts for yearly advertising are confined to the immediate, legitimate business of the firm or individual contracting. All communications of a personal character will be

charged as advertisements. Obituary Notices exceeding one square in length

will be charged for the overplus, at regular rates.

Announcing a Caudidate (not inserted until paid for,) Five Dollars.

For Advertising Estrays Tolled, Two Dollars, to be paid by the Magistrate advertising.

> CANDIDATES. For Sherriff.

LEWIS JONES, W. W. SALE, WM. QUATTLEBUM,

For Clerk. LEWIS COLEMAN, JAMES SPANN, ROBERT D. BRYAN,

F. M. NICHOLAS. S. HARRISON, WILLIAM L. STEVENS,

For Tax Collector. C. A. HORN, T. J. WHITAKER, CHARLES CARTER.

CHAS. M. MAY. JOHN C. LOVELESS,

For Ordinary. W. F. DURISOE, DAVID BODIE, J. P. ABNEY,

S. B. GRIFFIN. ATTORNEY AT LAW AND SOLICITOR IN EQUITY Will attend promptly to all business entrusted to his care. Office No. 2, Law Range.

Edgefield C. H., Dec 8, 1858. J. L. ADDISON. ATTORNEY AT LAW, AND MAGISTRATE,

Will attend properly to all business entrusted to his care. Office, over B. C. Bryan's Store.

M. C. BUTLER, ATTORNEY AT LAW, Office in Law Range, EDGEFIELD C. H., S. C.

Law Partnership.

THE Undersigned having formed a partnership in the PRACTICE of LAW and EQUITY for Edgefield District, will give prompt and diligent attention to all business entrusted to their The residence of Mr. Owens is at Barnwell C. H-that of Mr. Seibels at Edgefield, S. C. EMMET SEIBELS,

W. A. OWENS.

E. H. YOUNGBLOOD, Attorney at Law, WILL attend promptly to all business placed in his hands. Office at Edgefield C. H., S. C. May 19

CHEOPLASTIC PROCESS

. OF INSERTING ARTIFICIAL TEETH. THE Subscriber having furnished himself with a license to use this NEW PROCESS of INSERTING ARTIFICIAL TEETH,

Is now ready to serve all who may need such, with an assurance of a more perfect adaptation, and a closer resemblance to the natural organs, than can be realized by any other method. Its perfect purity, cleanliness, freedom from all taste, or galvanic sensation, durability, comfort and security, are among the advantages claimed for this SUPERIOR mode of setting Artificial Teeth.

H. PARKER.

THOS. J. & C. H. MOISE, SUCCESSORS TO LEE & MOISE, WHOLESALE GROCERS. No. 7, Hayne Street. CHARLESTON, S. C.

A. J. PELLETIER & CO. Hamburg, S. C., ---DEALERS IN---

DRUGS. MEDICINES, Paints, Oils, Perfumery, &c., AT WHOLESALE AND RETAIL.

Boot and Shoe Notice.

THE Subscriber continues to have made, on the shortest notice, and in the best manner, the finest and most substantial BOOTS and SHOES. All orders left at his Shop will be promptly attended to. C. M. GRAY or myself will be found at all times in the Village to attend to all orders. No work to leave the shop without the knowledge of the subscriber or my Agent, C. M. GRAY.

T Shop opposite B. J. Ryan's Livery Stable.

E. H. YOUNGBLOOD.

on three sides by an exquisitely cultivated garden. These entrances are formed by wide and lofty arched passages which lead through the first story of the buildings, and each is surmounted by a cupola or dome. The garden on one side, or the surface of the earth rather, rises into an abrupt hill parallel with the tops of the liouses, which are flat, and by this means is formed a promenade where people saunter and look down upon the orange trees, the fountains, the monument and the throng; for during eight months in the year, the Zwinger is thronged with sight-seekers, pleasure-seekers and idle, flaunting, tricked-out promenaders, to say nothing of unavoidable nursery maids and inevitable babies. This promenade is continued almost entirely around upon the flat roofs, and under the hills lies a lake led off from the Elbe, containing an island with a summer house

Fifty yards perhaps from the Zwinger, still nearer the Elbe, and with nothing intervening but the garden, stands the superb and measureless Theatre. Fifty yards in another direction, stand side by side the far famed and matchless Roman Catholic Cathedral (where the Music is the sublimest out of Heaven) and the dingy old royal castle, their towers rising together like twin giants, the one above the house of the King of the Universe, the other above the

house of the King of Saxony. Opposite the castle, across the river, for Dresden is built equally on both sides the Elbe, towers the Japan Palace, so called from the eastern style of its architecture, and which con- with a large stone, which, without doing any tains the royal library. Around this palace, other damage, deprived Billy of his equilibrium, species of small meanness which is so very small fore, is not an argument against such contribureaching to the very water's edge, stretch the most transcendently beautiful cardens which most transcendantly beautiful gardens, which you to tip the stage over?" The driver informed are at all times open to the public. Directly in him that the stage had not been overturned at mitted the small meanness of newspaper most transcendantly beautiful gardens, which

Original Articles.

Both these bridges are crowded from morning until night, as is indeed the whole scene which THE MARTYR'S GRAVE. BY EDWIN HERIOT. I am attempting to describe. He has gone to his rest, with his armor on,

Written for the Edgefield Advertiser.

A Martyr on Truth's battle field.

And the Helmet of Grace, as his shield.

Where the angels their anthems raise.

And the holy army of Martyrs sing

Hymns of joy to their makers praise.

With Him who is able to save.

Of a life to his Maker given,

Are bedewing the Martyr's grave.

Is now heard in the choirs of Heaven.

Come to thy home, my father dear,

But where thy welcome presence will

Soon make all bright and glad.

Father, come! we miss thee much,-

Thy beaming eyes of blue,-

How oft in fancy, do we think

We see thy vacant chair,

Let's see if we can trace,

Across thy handsome face.

Let's see if time with rapid wing

Has furrowed deep thy brow,

Then, Father, come! why longer stay?-

EUROPEAN CORRESPONDENCE.

inhabitants delight to name it. To people with

plenty of money and a good conscience, Dresden

must indeed be an Elysium, and a sojourn in it

these two indispensables, nothing else is want-

ing. Truly one can make a very tolerable Par-

adise of it without either, and that is certainly

saying the utmost for its charms. So numerous,

so diversified and on such an imperial scale are

and Artists. Strange to say, the buildings

which contain these treasures are all situated

within a stone's throw of each other; in fact

most of them are connected and form as it were

one edifice; and in an open part of the city,

lying immediately on the Elbe, one immense

is the name given to about an acre of level

sanctuaries of art, that is, the Picture Gallery,

These trees, two hundred in number, and most

cold weather approaches, they are removed to

an immense glass conservatory devoted especial-

ly to their preservation, and known as the

Orangerie. The ornaments of this tastefully

arranged spot, besides the orange trees, are two

fountains and a commanding monument and

Just, the most revered of Saxon kings.

DRESDEN, Oct. 26th 1858.

The friends we have are few :-

By heaven's perpetual dew.

Sister Springs, S. C.,

Come, and our love shall cherished be

And if it has, why never mind,

You'll be the dearer now.

Our voices mingle as we breathe

" I wish he could be there."

Father, come ! Oh, come again,-

A thought of sorrow that has passed

We see them ;-Oh, if true!

And when around the table board,

Where every-thing's so sad-

He has gone to his home, in the far off sky,

He has gone to his God-he is happier now,

While the tears of many a sorrowing heart

He has gone to his rest-and now reaps the reward

And that voice so oft heard in the Temple on carth,

TO MY ABSENT FATHER.

To the right of the Elbe Bridge rises the Bruhlsche Terrace, the enchanted spot of the With the sword of the spirit triumphantly armed, Dresdeners. This is a hill or high bluff overhanging the river, commanding a view of indescribable beauty, and cultivated and adorned to a degree which renders it a veritable garden of Eden. Even to leave it late in the evening to

> seek one's couch, is a bitter expulsion. In juxtaposition with the Brulsche Terrace stands the palace of the quaint looking old Queen Dowager (she goes to the Opera in a cap with three stories and at least two dozen apartments, and wearing perfectly tight sleeves like a man,) whose husband, the late king and brother of the present king, amused himself some four years ago by being thrown from a carriage and killed. Very near the Queen Dowager's palace stands the Frauen Church (Church of Women, a most profane name for a Church !) with its five domes, and in the distance, upon the banks of the Elbe, glisten the two modern and magnificent castles of Prince Albrecht of Prussia. This Prince Albrecht, a brother of the present king of Prussia, and younger brother of the Regent, committed the indiscretion of marrying a lady not of royal birth, one Miss Rauch, a maid of honor at the Berlin Court. This misdeed so incensed his family that he left Berlin in disgust and set up his rest in Dresden, where he built two castles upon opposite hills, one for himself and one for his wife. Since all this, he has himself become tired of his bargain, and the poor Rauch finds rest neither in Dresden, Berlin, nor any where else.

> I began with the intention of devoting a few lines to the Art-Collections, but at the bottom of the fourth page I find myself in the midst of gardens, palaces and churches, and yielding to a reprehensible taste for gossip, have strayed off from my laudable first intention and fallen among the queer fashions, sudden deaths and lamentable misalliances of kings, queens and nity and a more discreet frame of mind.

cities are! Nature and art seem to have ri-Miscellaneous Reading valled and to be still rivalling each other in prodigality to the lovely "Elbe-Florence," as its

EXCRUTIATING.

Scene 1-In front of a Fashionable Hotel .like the beginning of the Millennium; for having Gentleman dismounting from his horse. "Stabler, attend! refrigerate my beast by allowing him twice to circumambulate yonder fountain; that accomplished, to imbibe a moderate quantity of aqueous particles; conduct him with care to the repository for wearied beasts, and having clothed in lustre his dirty skin by a gentle application of the vegetable its Art-Collections, that they have given to it material, commonly called straw, suffer him to partake of food which shall furnish nourishthe reputation of the Mecca of German Art ent and gentle repose."

S'abler—(laughing.) "W-h-a-t, sir!"

Gentlemen—" What, sir! Stand you thus like one with no reason in his soul, while this poor beast, whose every pose is a fount of gushing strength, grows valetudinary 'neath Sol's oppressive rays. Ye volatile barbarian." Stabler-(laughing still more unrestrainedly. I can't understand a word you say, sir! but

garden. Here is the famous "Zwinger," which suppose you want your horse put up."

Gentleman—" Stupidity unequalled! Landground entirely enclosed on all sides by these lord, fulminate your censures against this tardy burl, who thus manifests oppugnation to my dethe Gallery of Sculpture, the Amory, the Hissires, and conduct me to accluded apartments, torical and Natural-Historical Museums and the and bring restoratives of the most vivific charac-Geological Collection. This vacant space is ter, to reinstate to their former the varied energies of my exhausted frame." filled during the summer with orange trees in huge tubs, making an artificial orange grove.

Gentleman-" Preposterous! And you, sir, unite in the disgraceful merriment of your minof them quite large, are looked upon as one of ion! I should surmise myself the first of the species you ever beheld. the chief prizes of the city, and so soon as the Landlord-(laughing still more.) "Indeed you are, sir."

> Gentleman-" Terminate this prolix scene and officiate as guard to my apartments. At the hour of dinner, summon me; if wearisomeness should have caused me to be recumbent in posture, gently re-animate me with the breath of

statue to the memory of Friedrick August the Scene 2-The Dining Room, Gentleman stating himself at the table, dinner over, and others standing in the room. The Zwinger has four entrances, one towards each point of the compass, and is surrounded

Gentleman-"I should judge voracity and ignorance prevailing characteristics of the man. I see nothing among these recking ruins worthy the regard of a gentleman's palate. Waiter, l desire a female fowl, sufficiently, but not redundantly made edible by fire."

"Waiter, dissect with care the same; do not violently separate the part, least my joints should suffer dislocation from the discordant

"Waiter, place a tender portion of the breast upon my plate, with necessary accompaniments. It is done, and the gentleman commences his A wag, who with others had observed these

proceedings, seats himself at the table opposite Way-" Vaiter, furnish me with a female

The waiter understands the joke, and does a "Vaiter, dissever now her component parts." It is done.

"Vaiter, divide those parts into portions, suited to lubial capacity. Opening his mouth and throwing himself back on the chair. "Vaiter, place one of them in the orifice be-

fore yeu." Our hero begins to understand the quiz, and s evidently much disconcerted. " Vaiter, rag my jaws!!"

Amid roars of laughter, and curses upon his

lips, our hero rushed from the room. outside with the driver) over the hilly roads in

Elbe Bridge, the finest and most substantial was right. Billy approached the vehicle again, work of the kind in Germany. And a little and remounted slowly to his former seat out-higher up, the stream is spanned by the Rail-all," replied the driver. "Well, if I'd a knowed road Bridge, which is scarcely less admirable. that," said Billy, "I wouldn't ha' got off."

> BETTER THAN THEM ALL. A moderate share of wealth is good To cheer us on our way. For it has oftentimes the power

> To make December May; So is beauty, so is health, Or genius at our call : But a happy, careless, loving heart,

> Is better than them all. A heart that gathers hope and faith From every springing flower, That smiles alike at winter storm

And gentle summer shower; That blesses God for every good, Or whether great or small; Oh! a happy, hopeful, loving heart Is better than them all.

'Tis well to hold the wand of power, Or wear an honored name, And blush to hear the mighty world Re-echo with our fame; 'Tis well if on our path the smiles

Of Kings and Nobles fall; But to have a happy, trusting heart, Is better than them all.

A heart that with the magic notes Of music is beguiled; A heart that loves the pleasant face Of every little child; That aideth weakness in distress, And heareth daty's call;

Is better than them all, GATHERINGS.

Oh! such a loving, human heart,

In the middle ages of France, a person convicted of being a calumniator was condemned to place himself on all fours, and bark like a dog, for a quarter of an hour. If this custom were adopted at the present day, there would be considerable bow-wowing.

The Natchez Free Trader places the name of Hon. Albert Gallatin Brown, of Mississippi, at the head of its columns as the Democratic candidate for the Presidency in 1860.

Mrs. Partington lately remarked to a legal friend, "If Lowes a man a debt, and makes him the lawless tenant of a blank bill, and he infuses to incept it, but swears out an princes. The Arts must await another opportu- execuation, and levels it upon my body, if I wouldn't make a pollowog of him, drown me in the nuxwine ses.21

"JANE, what letter in the alphabet do | The estimated cost of the road is, in you like the best?? "Well, I don't like to say, Mr. Snooks." "Pooh, nonsense! tell right out, Jane; which de you like best?" "Well, out, Jane; which de you like best?" "Well, the work of this amount, there has already been expended on the work. (blushing and dropping her eyes,) I like you

Z A beautiful thought this, that we find in one of our exchanges: "If there is a man who can eat his bread in peace with God and man, it is the man who has brought that bread out of the earth. It is cankered by no fraud, it is wet by no tears, it is stained with no

Wir are chicken's necks like doorells? Because they are often rung for company

A letter was put into the box, the apunaccustomed to the use of stamps, and had failed to make one stick at all. He had tried and vainly tried; but the inveterate portrait of Washington would curl up. At last, in despair, he pinned it to the envelope, and wrote under " Paid, providing the pin doesn't come out!"

E Why is a retired carpenter like a lecturer? Because he is an ex-planer.

A Quaker and a Baptist traveling to gether in a stage coach, the latter took every opportunity of ridiculing the former on account of his religious profession. At length they came to a heath, where the body of a malefactor, lately executed, was hanging in chains upon the gibbet. "I wonder now," said the Baptist, "what religion he was of?" "Perhaps," replied the Quaker coolly, "he was a Baptist and they hung him up to dry."

Z A woman out West, in describing ber unaway busband, says: "Daniel may be known by a scar on the nose-where I scratched him.' LE CATO said, "The best way to keep good acts in memory, is to refresh them with

who invented what was called the "paying out machinery" for the Niagara and Agamemnon would get up a little machine of the sort to be used in the case of every newspaper subscriber.

Z COULDN'T HELP IT .- After a marriage ceremony had been performed in one of the churches in Adrian, Michigan, the bride, when receiving the congratulations of her friends, shed tears, according to the established ridicu-lous custom; at the sight of which the groom followed suit with a copious flow of the briny fluid. After his friends succeeded in calming him, he said he couldn't help it, for he felt as bad about it as she did.

THINGS .- Persons in England who leave railroad cars while trains are in motion, are subject to legal penalties. A lady was fined 5s. and 5s. costs, a few weeks ago, for having stepped out of a train on the Crystal Palace line before the

In Indiana the crickets have in some in stances destroyed whole fields of lately sown wheat, and the farmers have been compelled to re-plow and sow over again.

To MAKE BLUE INK .- Dissolve a small quantity of indige in a little oil of vitrol and add a sufficient quantity of water, in which is dissolved some gum arabic.

NEWSPAPER BORROWING .- This is a very prevalent failing, which in some people, amounts to a positive vice. Of the large multitude of people who never buy papers, because they read nothing to say, for the coffee-house keepers and barbers take the papers expressly for the accomfor the paper, make a regular habit of going after the western part of the State, and amused himself on the way by frequent resorts to the comforts of a mysterious black bottle which he had with him. Suddenly the coach came in contact better able to pay for a paper than themselves, is most beneficial arrangement for the public. The that liberal people, though they have a proper, secret contempt for it, forbear noticing it openly. front of the Cathedral leads off the stupendous all; and the passengers assured Billy that John rowing to spread so largely.—N. O. Crescent. thus situated to contribute towards a great without computing the increase of the value of

MR. TRENHOLM'S REMARKS

Before the Committee of Ways and Means of the House, in support of the memorial of the Blue Ridge Railroad Company, delivered on Tues-

day, November 30, 1858. The object of the present application is the removal of the condition imposed on the grant of \$1,000,000 of the State guarantee by the Act of 1854. The Legislature, by that act, engaged to contribute in aid of this undertaking \$1,000,000 by subscription to the capital stock, and \$1,000,000 by endorsement of the Company's bonds. Besides the conditions attached to the subscription, it was made a condition of the proposed guarantee that the Company should exhibit satisfactory proof of its ability to complete the road. This was a wise and prudent precaution, and the Company apprehended no

embarrassment from it, because they had a contract for the construction of the whole road, in which it was agreed that the contractors should furnish half the necessary capital. But these contractors have failed, and the Company are deprived of the capital they expected from this source. It is true, there were those who predicted their failure from the beginning; but it is easy to predict disappointment in human affairs, for nothing unhappily is more common. This circumstance implies, however, no neglect on the part of the Company; for a careful examination into the facts will show that the Company accorded their confidence to these contractors, on proofs that it would have been unreasonable to discredit. Neither does the fulfillment of this prediction imply any rashness on the part of the State in embarking in the enterprise, notwith-standing this danger. She was resolved to have a railroad to the West, and this was not only the best opportunity that had ever presented itself of accomplishing this great design, but the only one, perhaps, she would ever again have in her power. She acted wisely, therefore, in embracing it, with its attending dangers, and there is no reason to regret this course; but, on the contrary, every motive to encourage us to persevere. The route had been pronounced utterly impracticable, and if begun, would have to be bandoned, it was said, on account of natural difficulties that no engineering skill could surmount. The progress of the work has dissipated this objection. The most formidable difficulties on the line have been encountered, and yield readily to the ordinary appliances of engineering science. The President's report furnishes the completest proof of the entire practi-cability of the work. This objection being removed, it is proper to inquire how much more

aid the Company will require. The State has already expended \$1,000,000, and the city of Charleston \$1,000,000. Before another \$1,000,-000 is embarked, it is proper to ask how much more will be necessary, and if the resources of the State are adequate to the proposed expen-

round numbers.....\$7,725,000 the work......\$2,126,000 The remaining cash resour-

see is..... 640,000 The guarantee now asked from South Carolina is. . 1,000,000 4,711,000

Leaving a deficiency of \$3,014,000 It must be frankly admitted that there is no cope of obtaining any part of this sum from any other source than from the State. The Company entertain the hope that with \$1,000,000 more of State subscription, reducing the deliciency to \$2,000,000, they will be enabled to procure the remaining \$2,000,000 on their mort-gage bonds without the State's endorsement. It would be contrary to the experience of the whole country that they should fail in such an effort. But, suppose they did? Suppose they had to return to the State for its endorsement? The State would then acquire the road for \$2,000,-000 of stock and \$3,000,000 of endorsement. Would this be too much to pay for this great work? If a company presented itself here today, offering to construct this great highway of commerce and bond of political union, the grand desideratum of the State for the last thirty years, at a cost of \$7,000,000, and transfer it to the State for the sum of \$5,000,000, could this Legislature hesitate a moment in closing with such a proposal? For, if it is insisted, contrary to the experience of Georgia, that this road will not be profitable, that it will pay no dividends to the stockholders, then it follows that it will fall into the hands of the State, in satisfaction of the mortgage. Nobody can doubt that, in this case, it would certainly pay the interest on the \$3,640,000 advanced by South Carolina and Tennessee, and the cost to this

the \$2,000,000 of subscribed capital. If we examine into the ability of the State to sume this charge, we cannot fail of being fully convinced of the amplitude of her resources. If we exclude for a moment, the bonds recently issued for the Blue Ridge Road and the new State House, it will be seen by the Comptroller's report that the entire remaining debt will amount to \$1,330,000. The chief part of this debt consists of the fire loan bonds, and the people have never paid one single dollar of taxes for the principal or interest. On the contrary, the money has been long employed as a part of the capital of the Bank of the State, and has yielded a large profit, in addition to the annual interest. To meet this debt of \$1,330,000, the State possesses in the sinking fund and capital of the bank united, \$4,146,000-so that, after the payment of this debt, she will have still remaining \$2,800,000 of bank capital, which is 000, and yielding an annual income of not less the clear accumulated profit of the bank during than \$20,000,000. This splendid estate will the long period of its existence. Not one dollar has come out of the pockets of the people. In addition to this large sum, the State pos-

State would simply be the annual interest on

sesses \$1,342,000 in railroad shares. I exclude Road. This stock may be of small value, but more completely developing its resources? But this money did not come out of the pockets of if it were possible for the State, in the considthe people either; nearly the whole sum was eration of this question, to be governed by selderived from the surplus revenue. It is said, fish and sordid motives, she ought even then to however, that no profit is derived from the in- avail herself of the present proposal, for the vestment; and this is sometimes used as an argument against the present application. But is be the acquisition of this noble and productive it an evil that the State derives no revenue work, under the mortgage she holds, for a sum from these shares? Is it not proof that these far less than the cost of constructing it. It companies are doing the transportation and may be supposed that Charleston will derive the her friends, to find the following morning that travel of the country at rates so low as only to chief benefit, but it is easy to prove that this during the night she had become comple pay the expenses of management? Suppose it is an error. was proposed to raise the rates so high as to pay of course is a commendable thing, but that econ- condition that no dividends should ever be debeneath economy; it is down-right meanness; a seeming unproductiveness of this capital, theretions on the parts of the State.

I have shown that the State commenced this

works. The amount invested in railroads, in statement:

proportion to the aggregate wealth is in each of the enumerated States, as follows: Georgia 1-20th; Maryland, 1-9th; Massachusetts, 1-11th; New York, 1-11th; Pennsylvania 1-12th; South Carolina, 1-25th; and the amount of property per capita is as follows: Georgia, \$370; Mary land, \$376; Massachusetts, \$576; New York, \$349; Pennsylvania, \$316; South Carolina, \$431; but if in this comparison we class the negroes as property, and exclude them from the population, the amount in South Carolina will be \$1,500, against \$576 in Massachusetts. But it will be observed that there are no complaints of this undertaking from the district that has most largely contributed to railroads, and bears at the same time the largest share of the public burden. The corporation of Charleston has invested in railroads \$2.640,000, and it is estimated that the citizens have the further sum of \$4,000,000 in railroad stocks and bonds, making an aggregate of near \$7,000,000. And as the real and personal property is estimated at \$45,000,000, it follows that more than 1-7th of the entire wealth of the city is invested in

railroads. The total wealth of the State (excluding Charleston) is computed at \$280,000,-000, and if we suppose \$8,000,000 of railroad stock to be held by the rest of the State, the proportion would be 1-35th against 1-7th in will be seen by the Comptroller's report, pays 23 per cent. of the entire taxes of the State, though possessing but 12½ per cent of the entire wealth. If it is supposed probable, therefore, that in the prosecution of this work, it may be necessary to defray the interest of \$2,000,000 by taxation, Charleston would pay 23½ per cent. on this amount, (\$120,000).......\$28,200 And all the rest of the State...... 91,800

On \$4,300,000, the estimated value of property in Charleston, \$28,200 would be at the rate of State, \$91,800, on \$280,000,000, would be at the rate of 31c. on every \$100. A tax so inconsiderable, in comparison with the promised benefits of this great work, as to be entirely unworthy of consideration. This subject was largely discussed at the late

Senatorial election in Edgefield District. One of the candidates placed his opposition to this enterprise distinctly on the ground of the taxes to be borne by the large estates of Graniteville, Kalmia and Vaucluse. But surely this must have been done without sufficient examination. This property owes its very existence to railroads; and it would be a small matter to contribute a moderate tax to their support. It is computed, I believe, to be worth \$400,000 and pays, it is said, into the State Treasury, the extremely moderate tax of \$20.44, and if it is supposed that the State might eventually levy a tax for the interest of the \$2,000,000, the share to be contributed by this vast and valuable property would be about \$5.11. One eighth of one cent on every \$100! The rest of the property in the district pays sixteen times as much as this, and even then, the taxes are so moderate that it would be a reproach to the intelligence and loyalty of the people of that wealthy district; to suppose they would hesitate about a small addition, if it were necessary to carry out a great State enterprise. The value of lands in the district is \$5,654,000, and of negroes \$13,-400,000; together, nearly \$20,000,000, upon which the taxes paid amount to \$16,000, or about 8 cents on every \$100. We ought not to confound taxation without representation, which is tyranny, with the self-imposed contributions of a free people for wise and useful purposes, and shrink from both with equal abhorrence; nor suppose that we are always on the side of the people when we inveigh against taxation. The advocates of this road are far more devoted to their interests, than those who oppose it from fear of debt or taxation; for the benefits of railroads are of universal diffusion-the most humble travel with the same speed and comfort as the most exalted; the feeblest efforts of industry are rewarded by means of a cheap and ready transportation to market. The bacon and other bulky commodities, that constitute the humble fare of the poor man, is brought to his door at a reduced cost, that will compensate him ten times over for the pittance of tax he under the census of 1850, was 16,252. The tax paid by the district last year was \$20,000; so that, if equally distributed, it would amount to \$1.25 to every individual. If we admit, therefore, that the interest on \$2,000,000 must be provided by taxation, it would increase this tax one-fourth, and every person in Edgefield would pay an average of 31 cents-the rich more, the nor less. Is there one true friend of the peode, who will deny that the advantages to be derived from this road, will abundantly repay this trilling tax? Can any one suppose that the people would prefer to see this noble work desroyed, and all hopes of such a communication finally extinguished, rather than make this fee-

ble contribution to its support? There are those, again, who look with apprehension upon the creation of a public debt. This is certainly a commendable prudence; but communities, like individuals, should also avoid the opposite extreme, and shun with equal abhorrence the avaricious passion that considers the possession of money as the sum of human happiness, and regards no object sufficiently neble to be put in competition with it. The people of South Carolina possess a noble inheritance. valued at a moderate computation at \$360,000,soon pass from our hands into those of a posterity, who in the course of nature will have contributed nothing to its present value; why should it be deemed unreasonable to incumbe from this, also, the shares held in the Blue Ridge it with a moderate debt for the purpose of worst consequences that can result to her will

modation of their customers. But of a great many, who, on the strength of their familiar acquaintance with those who do take and pay loser by the arrangement. If, on the contrary, at \$82,431,000-being an increase of 700 per or sending after the papers, we feel a constant when those companies applied for the aid they cent. In 1810, the value of real estate in journey in a stage coach, (insisting upon sitting complaint, if we do not often express it. Economy, have received, the State could have made it a Charleston was \$6,600,000; in 1856, it was returned at \$22,500,000-an increase of about 250 per cent. only. It an augmentation of \$70,000,000 in the

value of land shall appear to be extravagant or impossible, our doubts will be dissipated by the fact that there has been an equal accession of wealth from the increase in the number and times a day, and a cure is certain.—Cultural value of negroes; for if we go back to 1831 only, we shall find the number to have been enterprise with a clear surplus capital of \$2,- 290,000 then, and now it is 390,000, an increase bor 800,000. Is \$2,000,000 too much for a State of 100,000 in number and \$60,000,000 in value,

work like this? It may be supposed that South | the first 290,000. And the superior prosperity of Carolina has gone far enough for her means, but of the upper districts, is clearly seen, and the it appears by the last United States census, that effect of the railroads in stimulating that prosshe is yet far behind her sister States in such perity as clearly deduced, from the following

Number of Slaves in South Carolina. 1831. 1842. 1857.

The increase from 1831 to 1857, being in the

290,951 315,880 390,433

Lower Division 11 per centum, and in the Upper Division 60 per centum. Only a part, however, of the benefits derived from railroads is exhibited when the increased value of property freight on the South Carolina Railroad is at the rate of 3 68-100c. per ton per mile, and the income being \$1,500,000, it follows that the service rendered to the public for this sum is equal to the transportation of 42,000,000 tons carried one mile. The transportation by wagon, before the establishment of railroads, was about 20 cents per ton per mile, and if an ample deduc-2 tion is made for river carriage, and the average rate be reduced to 10 cents per ton, the transportation of 42,000,000 tons at that rate would have cost \$4,200,000. It now costs \$1,500.000, exhibiting a clear annual saving of \$2,700,000.

And if we suppose that so large a proportion as two-thirds of the whole income of the road is derived from beyond the limits of the State

there is still a saving to our own people of \$900,000 per annum on the transportation of this single road. A result that would appear incredible if it were not corroborated by the result of similar investigations elsewhere, both in this and in other countries. When it is urged, therefore, that the stock of the Blue lidge Railroad will not be profitable, though we differ on the most substantial grounds from those who hold this opinion, the admission would, by no means, be conclusive against the prosecution of the work; for it is clearly seen that the direct profits are the least part of the benefits to be derived. If this were not the case, the perseverance exhibited by the whole country in the construction of these works would be wholly unaccountable. In 1830, the number of miles of railroad in the United States

was 7,350. In 1858, it is 26,210. In 1830, the amount invested in railroads was \$260,000,000—in 1858, it is \$917,000,000, and yet the nett earnings during this whole period had never exceeded 5 per cent. This proves conclusively that dividends are not the incentive to the extension of railroads, and confirms the obvious fact that they have now become an object of indispensable necessity, and the direct" profits to be derived, of mere secondary consideration. They are now, not only the common highway of traffic and travel, but the cheapest

the last that should refuse to contribute their share to the extension of these works. When the Liverpool and Manchester Railroad was projected in 1830, the entire exports of American cotton to Europe was but 800,000 bales per effect the transportation between these towns. It was represented to Parliament that the rivers Irwell and Mersey and the Bridgewater Canal, were wholly incompetent for the traffic, and that it required less time to transport a cargoof cotton from America to England, than from

Liverpool to Manchester. Now the crop exceeds 3,000,000 of bales, and the foreign exports 2,500,000 bales. What would have been the price of cotton, under such circumstances, had railroads not been brought into existence? Since 1820, sixty millions of for the influence on the price, and only estimate the saving in the expense of transportation between the plantation and the mill, at one cent per pound, it amounts to the enormous sum of two hundred and forty millions or dollars. And if to this be added the saving on other products of the South, and on the merchandise imported in return, and the augmentation in the value of lands and negroes caused by the increased consumption and value of cotton, I am persuaded we should have an aggregate sum far exceeding the \$600,000,000 which the Southern and South-western States have invested in railroads. Their influence on the prosperity of the country The exports of the United States, from 1816 to 1823, twelve years, averaged \$80,000,000 per annum; 1828 to 1842, fourteen years, averaged \$100,000,000 per annum; 1842 to 1857, fifteen years, averaged \$200,000,000 per annum. No comment is necessary on this statement. In these benefits it has been shown that South Carolina fully participates; and though collateral and perhaps unseen, they are not the less real and substantial. But because they are not direct and immediate, and do not enure to the separate and exclusive advantage of the stockolder, but are thus universally and imperceptibly diffused, there is continually an obvious conflict between the desire to procure railroads and the disinclination to contribute private capital for their construction. Everybody recognises their value, and is in favor of building them; but nobody is willing to contribute his money

States have but partially and imperfectly recognised the duty to interpose and solve the difficulty by throwing the burthen on the public." who enjoy all the benefits. In Georgia, how-ever, this has been done, and with complete success. In South Caroling, the present undertaking presents the highest claims on the State. as a measure in strict accordance with her declared policy, political and commercial. \$2,000,-000 have already been expended, and great progress made, and the refusal to continue the work now, will not only be attended with the pended, but forever close the doors against a. direct communication between South Carolina

What is the remedy? Is any one prepared to

say that the proper alternative is to dispense

with the use of railroads. Nobody, I am sure,

will assent to such a conclusion. Hitherto,

pened to a young lady in Cincinnati, a few nights since. The evening, or rather all the day previous, she had been complaining of a severe pain in the head and eyes, more particularly the latter. Judge of her astonishment and that of cross-eyed. The transformation occasioned no additional pain, and has been since, a matter

and the Western States.

CURE FOR CONSUMPTION.—The following recipe for the cure of consumption, colds, &c., was handed us for publication by Rev. Thos. Muse, of this place, who is informed that it is intallible.

It is at least worth a trial: Take one quart of pure Schiedam Schnapper one gill of fresh Turpentine, just as it con

When you step into a printing office, keep your hands off the type and the devil will keep